The Present System May Be Mainta Until the Barge Canals Are Fully Completed—Last Season the Most Profitable to Boatmen in Eight Years.

ALBANY, Jan. 24.—The days of the canal nule are evidently numbered and his usefulness as a motive power for canalboat comotion will end when the barge canal is completed. One-half of the improved canals will follow rivers which are to be canalized and will do away with the towpaths which for many years the long eared beasts have plodded from the Hudson River to Lake Erie. Even though the rivers were not canalized the mules would have to go, for the 1,000-ton boats would be too heavy for the mules to haul.

This also means the passing of the old canalboat captain, who has followed the State waterways for years, owning his old weather beaten boat and a pair of mules, and who has never known any other home for himself and his wife than his boat year in and year out since he started following the carrais. These old captains will have to disappear or hire out to corporations which will own and operate the big boats, for they will not have money enough to replace the soows that now secure a livelihood for them. The improvement of the State's waterways means the disappearance from it of these characters who have made it famous. Supt. Boyd, in his report, says:

Supt. Boyd, in his report, says:

It is not to be presumed, in view of the promise vouchsafed by the people themselves of improved waterways and the evident determination on the part of those charged with authority and responsibility in connection with their construction to move as rapidly in the matter as the law and safe business judgment will permit, that the boating equipment of the present canals will be increased by the construction of any great number of new craft. There can be no question, however, but that all interests will demand that the present system of canals shall be maintained in a good navigable condition during the period that work on the barge canals is in progress, to the end that there shall not be a single season between the old and the new during which navigation shall be suspended. I believe this plan to be not only for the best interests of all concerned, but thoroughly practicable. A different policy, one looking to the suspension of navigation for a single season, not only would result in a great loss to boatmen and to forwarders, but it would allenste a large smount of commerce which now seeks the present canals, and whose recovery under the new system would be atcovery under the new system would be at-tended with difficulty.

Mr. Boyd points out that as the barge canal plan does not contemplate the con-struction or use of a towpath some plan for assisting navigation and compensating beatmen for the loss of the towpath must be provided on such sections of the present canals as the barge canals are to follow where the towpath will be destroyed in the barge canal construction work.

The report says that the canal season last year from a financial standpoint was the most profitable that the boatmen have experienced in eight years. The cana tonnage was 3,615,403, an increase of 340,95 tons over the preceding year, notwith-standing the fact that the season was three weeks ahorter than in 1902. Of the total tonnage, 1,190,692 was through freight, an increase of 88,785 tons. The other tonnage was way freight.

To reduce the claims against the State

for damages caused by canal overflow an appropriation of about \$75,000 is recom-mended to clean the State canal ditches.

An appropriation of \$30,000 is recommended for a new canal aqueduct over Oneida Creek at Durhamville, and the usual ap-Creek at Durhamville, and the usual appropriation of \$275,000 for extraordinary repairs for the coming year is asked.

The way freight last year on the canals amounted to 2,424,711 tons, an increase compared with the preceding year of 252,-172 tons. The way freight amounts to twice as much as the through freight. Having this in mind, Supt. Boyd says that one of the most important problems that confront the Legislature will be the disposition of those sections of the canal not followed by the barge canal route, on which there are the barge canal route, on which there are mills, shops and factories, with a value running up into the millions, whose inves ment was directly invited by the canals as they now exist. He points out that their value will be greatly impaired if the facilities now furnished for cheap transportation by canal shall be taken away without a satisfactory substitute being offered. For instance, the canal runs through the cities of Utica, Syracuse and Rochester, but the barge canal practically avoids them. Business men along these sections of the canal and in other cities and sections of the canal and in other cities and villages where the alignment of the canal is changed want their present canal facilities maintained. Supt. Boyd, however, merely calls the attention of the Legislature to this question without making any recommendation, though its solution will have an important bearing upon any barge canal amendatory legislation this year.

MABEL RECHTEL'S MURDER. Councel for Her Family Raising a Fund to Ferret Out the Criminal.

ALLENTOWN, Pa., Jan. 24.-Mrs. Catharine Bechtel, who was acquitted yesterday of the charge of being an accessory after the fact to the murder of her daughter Mahel. remained indoors to-day and scores of friends called to congratulate her. Mrs. Bechtel expressed herself as highly pleased with the verdict of the jury, but said:

"That does not bring back to me my poor children; nor does it prove who mur dered Mabel, or who was the indirect cause of the death of Tom. Naturally, I am glad that the jury declared me innocent, but I will not be satisfied until I know who committed this crime and the guilty one is brought to justice. I know that Tom would never do such a thing and I know that Mabel was not killed in this house; for if she had been. I would know it. We are all inno

In a talk with the family the fact was brought out that Eckstein has not been at the Bechtel house since the day that Mabel was found dead. Prior to that time Mrs. Bechtel says, that she treated him as one of her own children and she says she is at a loss to explain his evident bitterness toward the family. The Bechtels, on the other hand, are severe in their denunciation of Mabel's former sweetheart because of his of his relations with the girl now

Capt. James L. Schaadt, the lawyer for the Bechtels, is raising a fund to prosecute the investigation of the tragedy and he said to-day:
"I think we are near a solution of this

mystery and before many days the law will have in its grasp the murderer of Mabel Bechtel and the wrecker of her reputation."
Many people have subscribed to the fund and Capt. Schaadt says that no time will be lost in ferreting out the perpetrator of the crime. "We are discovering new evidence every day," said he, "and the day of reckoning is not far off. We know this, that Mabel received her mortal wounds not far from her home and that when she not far from her home and that when she was brought home in a cab and dragged into the alley of her home, she was still alive. There may be some important developments in a few days. The investigation is now only starting in earnest.

THOUGHT SHE WAS A WITCH. Woman in Pottsville Accused of Bringing Misfortunes Upon a Couple.

POTTSVILLE, Pa., Jan. 24.-Mary Tamburelli of this place was arraigned before Justice Johnston this morning, charged by Louis Gonnaccaro and wife with holding them under an uncanny spell. The them under an uncanny spell. The mysterious death of some chickens, a pet dog and a cat, some financial reverses and other misfortunes are attributed to her machinations. Her threat to kill the couple and to burn their home over their heads led them to resort to law.

Justice Johnson, not being able to find any law for witcheraft, held the woman for her threats.

MARRIED IN MANILA HARBOR. The Rev. Mr. Black Meets the Bride or

the Ship and a Wedding is Arranged. NEW HAVEN, Jan. 24 .- Word was received to-day in Wallingford of the marriage in Manila harbor on board the steam Siberia, on Nov. 12, 1903, of the Rev. Robert Franklin Black of Davao, Mindanao, P. I., to Miss Anna Gertrude Graner of Janes

Mr. Black was a Wallingford man and went to the Philippines about a year ago under the auspices of the American Congregational Board. He met his bride about two years ago when they were teaching in a negro mission in New York. They became engaged and Mr. Black went to Manila. Miss Graner left for the Philippines in the early fall, and when the boat she sailed on, the Siberia, dropped anchor in Manila Bay, one of the first to come on board was her flance, who brought with him the Rev. James B. Rogers. The Rev. Mr. Black insisted that the ceremony should be performed before leaving the ship, and an impromptu wedding party was arranged, the Rev. Mr. Rogers performing the ceremony. went to the Philippines about a year ago

\$80,000 TO MT. SINAI HOSPITAL. These Gifts of a Year: Bequests \$45,000

More-New Building in March. The new Mount Sinai Hospital, it was announced vesterday at the annual meeting of the directors in the dispensary building in East Sixty-seventh street, will be opened about March 15. The annual report of President Isaac Wallach showed that legacies and bequests made to the hospital in the last year had amounted to \$45,867.

Walter E. and G. L. Beer, the report showed, had given \$10,000 in the last year; James Speyer, \$10,000; Max Nathan, \$10,000 for the endowment of a room for the alumns of the Mount Sinai training school; Alfred, Gustave, Hugo, Benjamin and George Blumenthal, \$50,000 for the endowment of a memorial ward in memory of

Jacob H. Schiff and Marcus Marks made a few remarks felicitating Mr. Wallach upon his report. The present officers and directors were reelected for four years.

SCHOLER TO THE RESCUE. The Coroner Aids a Chinaman Whom Three Men Had Attacked.

Three young men went to Hui Ching's laundry at 1001 First avenue yesterday afternoon, called him to the door and knocked him down and left him unconscious on the sidewalk. The Chinaman said later that they robbed him of about \$20. Coroner Scholer, who happened by, helped the Chinaman into his store and attended to him until an ambulance took him to the Flower Hospital. There it was found that Hui had a bad scalp Detectives Heaney and Kenny arrested

John Connors and James S. Shields, who the police say are two of the Chinaman's assailants. MARINE INTELLIGENCE.

MINIATURE ALMANAC-THIS DAY. Sun rises 7:16 Sun sets 5:09 Moon sets . A.M RIGH WATER-THIS DAY. Sandy Hook.. 2:07 Gov. 1'd ... 12:30 Hell Gate... 2:32

Arrived -SUNDAY, Jan. 24. Ss Auguste Victoria, Hamburg, Jan. 16-Sa Symra, Hull, Jan. 2. Ss Hellos, Rotterdam, Jan. 6. Se Perugia, Naples, Jan. 8. Ss Princess Anne, Norfolk, Jan. 23. Ss Benefactor, Philadelphia, Jan. 23. Bark Mannie Swan, Brunswick, Jan. 11. Bark Luigia, Rosario, Nov. 14.

ARRIVED OUT. Sa New York, from New York at Southampton. Southampton. Southampton. MAILED FROM POREIGN PORTS

OUTGOING	STEAMSHIPS.		
	To-day.		i
	Malls Close.		F
Jamestown, Norfolk		3 00 P M	100
	o-morrow.		b
	7 30 A M 8 80 A M 9 30 A M hesday, Jan. 27.	10 00 A M 11 00 A M 10 00 A M 11 00 A M 11 00 P M 3 00 P M 3 00 P M	a fi
Cedric, Liverpool. Comus, New Orleans Colorado, Galveston. Algonquin, Charleston. Nordkyn, Rio Janeiro. Monroe, Norfolk.	9 00 A M	12 00 M 12 00 M 3 00 P M 3 00 P M 12 00 M 3 00 P M	tet
	STEAMSEIPS.		1

Due	To-day.
Cyrano	Brest Dec. 26
	Bremen* Jan. 16
	Bermuda Jan. 21
	Copenhagen Jan. 7
Idaho	Hull
Tennyson	PernambucoJan. 11 TrinidadJan. 16
Maraval	Trinidad Jan. 16
	Port au PrinceJan. 18
	San Juan Jan. 19
	Havana Jan. 20
Saxonia	Liverpool Jan. 16
Marquette	LondonJan. 14
Georgic	Liverpool Jan. 14
Wells City	Swansea Jan. 9
	SavannahJan. 22
	New Orleans Jan. 20
	Galveston Jan. 19
	Havana
	Brunswick Jan. 22
	Jacksonville Jan. 28
Tiger	Havana Jan. 21
Kennett	Santlago Jan. 20
Due 7	O-morrow.
Rotterdam	RotterdamJan. 16
Zeeland	Antwerp Jan. 18
Valencia	Port Limon Jan. 18
Allianca	Colon Jan. 19
	esday: Jan. 27.
	Liverpool Jan. 20
	NaplesJan. 13
City of Memphis	SavannaltJan. 25
Tampagas	Galveston Jan. 20
El Dorado	Galveston Jan. 21
Due Thur	sday, Jan. 28.

Belgravia . . . Hamburg . Seventh Regiment Rifle Shooting. Following are the results of matches at the Seventh Regiment Rifle Club on Satur

day night: CLASS MATCH.

200
Yds.
Sergt. L. F. Knust, Company E... 33
Private C. Madigan, Company G... 33
Private A. S. Walker, Company B. 32
Licut. J. R. Stewart, Company B. 32
Corporal R. A. Stewart, Co. C..... 32 THREE PRIZE MATCH Sergt. L. F. Knust, Company F... 33 Private W. B. Cragin, Jr., Co. 1... 33 Private C. M. Kervan, Co. B.... 31 The following qualified as sharpshooters. M. Dunn, veteran, 30, 35-65; J. C. Madigan, ompany G, 33, 33-66; A. S. Cragin, Company

The revolver match was won by Lieut. G. S. Towle, Company D, with 28: Private A. Stevens, Company C. 22, was second, and Private A. H. Tiemeyer, Company C, 21, New Orleans Entries for To-day Agnes Brennan... Tom Kelly..... Bountiful.... Ralph Young... Second Race—For maidens: six furiongs:
Typhonic 107 Star of the Sea
Boundling 100 Velos.
Queen of the Ocean... 100 Fleetful.
Russell Garth 100 Carraher.
Sontag. 100 Albany Girl. one mile: 110 Peeper... 167 Exapo... Third Ree-Sellin Pourth Race—Han yards: Pootlights Favorite... Mad Mullah... Fort Plain -Handicap; one mile . 113 Louis Kraft . . . 109 Falkland . . . Fifth Race— Lee King. Gravina. Ethel Wheat. Fellx Bard...

Sixth Race—One mile:
Sixth Race—One mile:
St. Tammany 114 Monograph.
Dr. Stophens 114 Senator Beveridge
Mynheer 111 Nowets.
Port Royal 111 Rankin.
Gold Beil 111 Gold Beil 111 Rankin.
Tanking 111 Gold Beil 111 Rankin.

SPORTING GOSSIP OF TO-DAY.

GARRY HERRMANN THE MAN OF THE HOUR IN BASEBALL.

He Stands for Real Peace and Will See to It That Dreyfuss Takes a Back Seat -Ryan and O'Brien Fight on Wednesday Suggestions for Football Rules.

The National League will not support Sarney Dreyfuss in his schedule demands and will instruct either James A. Hart or Garry Herrmann to resume negotiations broken off sharply on Saturday, with Ban Johnson, president of the American League. This piece of information was confided to THE SUN man yesterday by a person closely in touch with National League affairs.

"Dreyfuse has allowed the dictates of Brush and Freedman to influence him," said this

particular baseball man, "and he simply voices their wishes when he insists upon open ing the season first at the Polo Grounds this city, and also desires Memorial Day as a plum for this city If Dreyfuss was allowed to have his own way there would be red hot baseball war all along the line. But fortunately there are other people in the National League, who want peace and will have it at any cost. Garry Herrmann of the incinnati club, who is chairman of the national commission, the highest post of honor n professional baseball, is for peace. He is business man and a diplomat. Since geting into the national game he has become the boss of the National League, just as he is a political boss under the protecting wing of George B. Cox in Cincinnati. Herrmann has frowned on double dealing and trickery from the start, and has demonstrated that aseball must be conducted on sportsman-

"Further than this, Herrmann holds the fate of the National League in his own hands. If his word is not law, Cincinnati can easily imp to the American League, leaving the National's Western circuit a wreck. Herrann, Cor and Julius Fleischmann have a pile of money invested in the Philadelphia lub and have also helped to finance Robison's St. Louis club, so that it can readily be seen that the Cincinnati magnate is a power not to be denied. Hart of Chicago is against war and is on friendly terms with Johnson He is also one of Herrmann's strongest backers. Soden of Boston has also had enough of war and is with Herrmann."

Dreyfuss has already begun to take back water. He said yesterday that the schedule he drew up stipulated that the Eastern teams of the National League should go West first this year, while the Western teams of the American League should have the privilege of coming East. But he did not undertake deny Johnson's statement in yesterday's dun, showing the alleged unfair demands s to holiday and opening dates which caused immediate clash, with Johnson's sudden departure as the climax. Herrmann will be neard from, no doubt, in a few days, for he is wideawake and always in touch with Johnson

Tommy Ryan, who insists that he is the middleweight champion in spite of the fact that he has refused to fight Bob Fitzsimmons or Joe Walcott for the title, will meet 'Philadelphia Jack" O'Brien in a six round bout over in Quaker town next Wednesday night. Ryan and O'Brien are two of the shrewdest money getters in the pugilistic profession and ring followers here are anxious to know whether this meeting will be knockdown and dragout affair or merely a scientific boxing exhibition for points If the men "go on their merits," as the shorthaired critics say, it will be one of the most sensational affairs of the times, for both ar clever, shifty, crafty pugilists who know every kink of the glove fight game. Ryan has often been pronounced the greatest boxer in the world, possibly barring Jim Corbett, but at the same time it has been said of him that he does not like to be smashed oo hard. He has probably taken on more easy marks in his time than any other man the ring. O'Brien, while not possessing Ryan's cleverness or experience, has a brilant ring record. He took part in ninetee pattles last year both here and in England and came out of a majority of them with lying colors. He is a heavy hitter and game to the limit. Many local enthusiasts will se

When the football rules committee decider begin the annual task of revising the code governing the big college games, it is said the members will have a flood of suggestions to look into. One of these sugges ons covers the penalty for holding and asks the committee to abolish the 20-yard rule, substituting expulsion for the offending player for a certain length of time, say four downs, thereby depriving his team of his services Another suggestion is that when the centre rush attempts to make the long pass back for a punt, the opposing centre should be compelled to step back at least a yard from the ball, preventing interference. Still another hint to the rule makers is that a team having the kick-off shall be penalized twenty-five yards if the ball is driven over the goal line, and must than he forced to kick. yards if the ball is driven over the goal line, and must then be forced to kick over, which would do away with the deliberate attempt to regain the ball by driving it out of bounds in two kick-offs. The rules committee will also be asked to make the phraseology of the code clearer and more concise. But in spite of these suggestions, conservative football men do not advocate radical changes and believe that the rule makers will make few, if any, alterations. The rules gave universal satisfaction last fall.

In a discussion as to who was the champion three-year-old coit last year, it is set forth that Dick Welles, the Western crack, is entitled to the palm for the reason that he started in fourteen races, was beaten only once and hung up a new world's record for a mile, 1:37 2-5. But Dick Welles did not meet such star performers as Africander, Irish Lad and Golden Maxim, consequently Eastern turfmen are not willing to concede the superiority of the son of King Eric. Africander was the biggest stake winner of the year. He won eight times in fifteen starts, was second three times, carrying all kinds of weight and winning the Realization at a mile and five furlongs and the Saratoga Cup at a mile and three quarters. Irish Lad ran six times, winning three races and finishing second in each of the others. Savable earned the distinction of defeating McChesney, but the race was rather on the fluke order. There were 230 three year oids who won last year, twenty-three of them capturing ten or more races. Irish Lad, Flying Ship, Virgin Soil, Capt. Buckle and Reliable were never outside of the money. Eastern horsemen say they would like to see Dick Welles measure strides with some of the famous horses who will race on the metropolitan circuit this season. Some of them hope that he will be entered for the rich Metropolitan circuit this season.

Those who have maintained that excessive Those who have maintained that excessive racing of two-year-olds serves to ruin the qualities of the older division of thoroughbreds should look over the list of entries to the big handicaps in which there has never been such an array of horses, three year-year-old and upward. With Hermis, McChesney, Africander, Irish Lad, Gunfire, Acefull and others too numerous to mention ready to stand the rigorous training of another campaign it would seem to be rather unfair to charge the owners of two-year-olds with asking too much of their high priced young-sters.

"Plunger Charley" Ellison's series of successful coups at New Orleans is the talk of local turfmen. He has fairly scorched the ring with his four breadwinners, Capt. Arnold, J. P. Mayberry, King Croker and Bard of Avon, getting surprisingly liberal odds for his money on each occasion. When Ellison finds that luck is coming his way he generally pushes it along for all he is worth. He is one of the shrewdest turf operators in the profession and the bookmakers have the deepest respect for him.

Somebody pulled off a killing at Los Angeles' new track, Ascot Park, the other day, and hit Bookmaker James O'Leary in Chicago for nearly \$50,000. Now O'Leary declares with much positiveness that he will never make book at Los Angeles again.

The National Skating Association, backed up by the Amateur Athletic Union, has in mind a plan to assume jurisdiction over the sport of ice bockey. Secretary James E Sullivan of the A. A. U. says that the bocker at the same form of guardian of guardian form of guardian mind a plan to assume jurisdiction over the sport of ice hockey. Secretary James E. Sullivan of the A. A. U. says that the hockey players need some strong form of guardianship and that the time has come for action. The sport bids fair to be a national winter pastime, and if properly managed will be a source of increased revenue to the rinks and clubs. The National Skating Association has had little to do in times past, but if it takes hockey under its protecting wing it will have plenty of excitement.

MOTOR CYCLISTS VS. AUTOISTS. Fight Impending Because the Ferme

Insist Upon Exemption From Hill Bill. The newly organised Federation of American Motor Cyclists has decided to insist upon the interpretation of the statutes according to the dictionary definition of a bidyole and the common acceptance of the term, and to assert their right to be classified with other bicy-clists and not with automobilists. The riders of motor bioycles have suffered greatly from being included in the drastic legislation de vised for automobiles and it was for the pur-pose of combating legislation of this sort that the national organization was formed.

The situation is an interesting one and promises some stormy times at Albany between the automobilists and the bicy-clists. The motor cyclists are, almost with-out exception, from the ranks of the pedal pushers and are largely members of the League of American Wheelmen. Though forming a distinct class of cyclists they belong to their ranks and their clubs, and have their sympathy and support in their fight, which means a great deal, for cyclists are still numbered by tens of thousands, although the fad phase of the sport has passed. A strong argument advanced by the motor

bleyclists why they should not be classed with automobilists and subjected to the same restrictions as to speed and other things but should be ranked with other cyclists, is that their machines are true bicyless, main-tained in equilibrium by their motion and the poise of the rider, and that they have to be as careful to avoid obstacles and collisions as the rider of any bicycle. The great difference, it is contended, between the automobile and the bicycle—motor or motorless—is that the automobile can hit a person or a vehicle and go on unharmed, while the bicycle is upset and the rider thrown. The danger for the motor cyclist in a fall, it is argued, is greater than that of a pedestrian in event of collision, and therefore the motor cyclist must, for his own agety, exercise an extraordinary caution that the automobilist does not find necessary. For this reason, it is urged, the same road regulations are not just.

The fight is now on, for the New York State Automobile Association has specifically included motor bicycles in its automobile bill—the one introduced by State Senator Hill. Heretofore the motor bicycle has been included in automobile legislation only by implication under the term motor vehicles. The motor cyclists have asked to have the term motor cycle removed from the Hill bill, but on Friday last the law committee of the State Automobile Association decided to do nothing about it, but to leave the question to the Legislature. The motor cyclists have repeated their demand and if it is not complied with they will go to Albany with the purpose of killing the bill. The spirit of the motor cyclists and their attitude is made very plain by the following letter to the chairman of the law committee of the State Automobile Association, who drew the Hill bill, from Alexander Schwalbach of this city, the latter being an old-time fighter for wheelmen's "litherty bill" enacted in 1881:

NEW YORE, Jan. 23, 1804. poise of the rider, and that they have to be as careful to avoid obstacles and collis

men's "Liberty bill" enacted in 1881:

New York, Jan. 23, 1904.

Hon. William H. Hotchkis. Buffalo, N. Y.:

DEAR SIR—I regret very much indeed my inability to attend the meeting of your committee yesterday owing to the pressure of my show work at the Garden. I presume my absence account for the failure of your joint committee to redeem its implied promise, as I understood the situation, to remove the motor cycle clause from the bill and insert therein a definition wholly excluding the motor cycle provision from the bill.

I write this because I notice the morning papers state that your committee is indifferent to the clause and proposes to leave it to the Legislature to act upon it. clause and proposes to leave it to the Legislature to act upon it.

The wheelmen of this State did not ask your committee to insert this clause in the bill, and on their behalf I now ask you to take it out.

We have been always mindful of our own affairs and have never attempted to introduce automobile legislation. Will you kindly promptly advise me what you intend to do so that we may act accordingly? Our counsel, the Hon, James D. Bell, now Assistant Corporation Counsel of the city of New York, has, as I have advised you, already prepared a bill for presentation to the Legislature expressing our demands to be excluded from all hostile laws to which we are subjected by reason of the unfortunate popular failacy of confusing us with automobilists, and to restore to us our common rights of citizenship. We are, therefore, prepared to introduce this bill as a separate measure and will oppose your bill.

It seems to me, however, that a great deal of time, money and ill feeling could be saved by striking out of your bill the clause which is obnoxious to us and inserting a clause embodying our demands, especially as your committee has unanimously declared itself as not interested in our affairs. All of which is respectfully submitted. Chalrman Legal Action Committee Federation of American Motorcyclists.

Good Roads Association of Brooklyn and Long

American Motorcyclists. Good Roads Association of Brookl Island. Metropole Cycle Club of New York.

HANDBALL.

Spirited Matches as Egan's-Dunne Defeated by Corby.

Devotees of the game who visited the Jersey City Handball Club yesterday were treated to some very fine matches. After several weeks sojourn in the State of Pennsylvania Mike Egan made his appearance and had a real warm set-to with Dan Bruder and Ed Ficke. The scoring was close all the way during the three sets, but the irrepressible Michael won the rubber by a score of 2 to 1. A special match between T. Moran and J. Waldron resulted in a victory for the former by 2 to 1.

T. Moran

J. Waldron	21	. 14
J. Hanlon and J. Dobbins	18 21	16 21
M. Egan	21 9	21 14
T. Barker and M. Dunn	18 21	21 19
E. Ficke and D. Bruder	21 17	21 19
W. Joyce and P. Eckhopf	16 21	21 17
W. O'Keefe and P. Burns		21 17
The star match at the Brooklyn Har Court yesterday occurred between . Dunne, Jr., and P. J. Corby. It was a game rubber and every ace was four	Jam	nes ree

game rubber and every ace was fought out with grim determination. It was expected that Dunne would smother Corby, but the latter was fresh, while Dunne had a game taken out of him a few minutes previously. There was some surprise, however, when Corby by good close play won the set by a score of 2 to 1.

D. Mailoy and Joseph Murphy 18 21 21 W. Slater and J. Hinchey 21 16 15 T. Corbett and R. Ladley 19 18 21 R. Dooley and P. Raleigh 21 21 10

At Tarrant's court, Jersey City, the great attraction was the match game between the Flaherty brothers and O'Keefe and Murphy. The Flahertys secured the odd game and came out victorious. M. A. Tarrant and John Howes were beaten by Tom Meackle and Pilkington. John Flaherty and Jim Flaherty 21 17 21 17 21 M. O'Keefe and J. Murphy 18 21 18 21 20

T. Meackle and J. Pilkington....21 17 18 21 21 M. A. Tarrant and J. Howes......19 21 21 18 19 New York Yacht Club Nominations.

The nominating committee of the New York Yacht Club has posted the ticket which is to be submitted to the members at the annual meeting of the club, which is to be held on Thursday, Feb. 11. It is as follows: Commodore-Frederick G. Bourne, steamer Dela ware. Vice-Commodore-Henry Walters, steamer Narada.

Rear Commodore—Cornellus Vanderbilt, steamer
North Star.

North Star.
Secretary—George Cormack.
Treasurer—Tarrant Putnam.
Regatta Committee—S. Nicholson Kane, chairman; Newbury D. Lawton, Edward H. Wales.
Committee on Admissions—Henry C. Ward, chairman; Tracy Dows, Cornellus Vanderbils
Frederick Gallatin and James A. Wright.
House Committee—Thomas A. Bronson, chairman; Jghn Lorrillard Arden and Henry Sampson, Jr. Library Committee-Lewis Stimson, chairman, Thomas A. Bronson and Francis W. Belknap. Billiards.

George F. Slosson and Arthur Townsend played a 600-point handicap billiard match at the Slosson Academy, Twenty-second street and Broadway, yesterday, It was

RATING OF THE GOLF PLAYERS.

WALTER J. TRAVIS AGAIN LEADS IN THE RANKING.

Three New Men Gain a Place-Chicago Has Three Representatives on the List —Boston May Claim Two, Pittsburg Two and Philadelphia One-The Record

Now, while the annual meetings of the national and minor golfing associations are pending, is a time the ranking of the players should be of special interest, for it completes the record of the season of 1903. In more than one case the player selected for a place on the list is not the holder of a championship, title that simply means the holder has beaten the field at some particular tournament, and while the best on that day, the occasion does not warrant an ultra-high rating unsupported by a general fine degree of golfing. "One swallow does not make a summer," no does one success in the tournament way, even though it be in the national championship, alone cause a player to be rated at scratch Yet there are many to maintain that a victory in the national should give a permanen rating to the holder, and on this account there was a somewhat harsh criticism of the list furnished last year in THE SUN as the best fifteen, as it did not include Louis N. James, the winner in the national. The list in its

entirety was:
Walter J. Travis, Findlay S. Douglas, E. M. Byers,
H. C. Egan, C. B. Macdonald, G. A. Ormiston, F. O.
Reinhart, C. H. Seely, A. G. Leckwood, W. E. Egan,
C. Hitchook, Jr., H. B. McFarland, Allan Kennaday, H. B. Hollins, Jr., L. C. Myers. C. Hitchcock, Jr., H. B. McFarland, Allan Kennaday, H. B. Hollins, Jr., L. O. Myers.

Aside from the national, some forty league champlonships were held last season, besides countless open tournaments, team matches and club champlonships. It is always a merit to win under fair conditions, and the merit will endure the longer if each success be regarded as a stepping stone to the safe ground of golf for golf's sake. These performances must be considered, and also what is known of the private golfing of the men, in making a selection. The U. S. G. A. does not attempt the task, and those who dispute the rankings are at liberty to make up a list of their own. A mere compilation of wins does not tell the story, for the contests are held on very different sorts of links, and between players varying in skill, so that the problem paramount in all such ratings or in handicapping, the value of "relative form," would not enter into such a table. This year the number listed is sixteen, a proper number for match play on the Bagnall-Wilde system. With Travis at scratch, how should the others named be handicapped for such a tournament? The list is:

Waiter J. Travis, E. M. Byers, H. C. Egan, W. E. Egan, Findlay S. Douglas, A. G. Lookwood, Bruce Smith, G. A. Ormiston, C. B. Macdonald, Frank O. Reinhart, Alian Kennaday, G. T. Frokaw, H. B. McFarland, W. C. Chick, C. H. Seely, N. Stewart Campbell.

Three named on last year's fifteen, R. B.

sgan, Findlay S. Douglas, A. G. Locawood, Frank Smith, G. A. Ormiston, C. B. Macdonald, Frank C. Reinhart, Allan Kennaday, G. T. Brokaw, H. B. McFarland, W. C. Chick, C. H. Seely, N. Stewart Campbell.

Three named on last year's fifteen, H. B. Hollins, Jr., C. Hitchcook, Jr., and L. C. Myers, are still yerry able players, but during the season they were not so prominent as in other years, although the latter went through the Hudson River team matches without a defeat. There are perhaps thirty treading on the heels of those mentioned in the softing race, but special mention may only be made of W. C. Fownes, Jr., of Pittsburg, and Louis N. James. The former, among other signs of a sterling good game, cut the record at Atlantic City to 73. James was out of the game on account of his studies in the spring, but in the fall he showed that his champlonship is to be a stepping stone to further renown by a fine game, notably at the Glen View tournament, where he beat H. Chandler Egan. Of the selected list the Egans and Smith hail from Chicago, Byers and Ormiston from Pittsburg, Lockwood and Chick from Boston, McFarland from Philadelphia, and the others from about New York. Four—Douglas, Ormiston and Macdonald in Scotland and Lockwood in England—learned to golf alvoad, and of the others seven are at college; Byers and Brokaw not very long out. Seely was first prominent in the New York interscholastic tournaments, so that the only two on the rating who took up the game here as adults are Travis and Kennaday.

Travis is the annateur champion for the third time and in a firm place as the strongest player. It may be interesting to note that Douglas holds the Metropolitan G. A. championship, and the title is held by Lockwood in the Massachusetts association, by W. E. Egan in the Western, Campbell in the Rhodelsland, Ormiston in the Western Pennsylvania, Reinhart in the intercollegiate, and Seely in the Connecticut golf associations. Macdonald and Douglas have both been amateur champion. Byers, the runner up in that event for

PALM BEACH, Fla., Jan. 24.—The regular medal play handicap tournament was played to-day. C. B. Cory won the gross score prize and Percy Galbreath the net score prize. The scores:

Percy Galbreath, 87, 15-72; C. B. Cory, 74, 0-74; C. Farington, 83, 9-74; H. K. Bolton, 90, 14-76; John Moller, Jr., 77, 0-77; E. P. Goodwin, 98, 18-80; F. S. Armstrong, 90, 9-81; W. P. Ward, 88, 7-81; F. M. Crump, 100, 18-82.

Philadelphia, the last week in June. This year on account of other important rowing events which are scheduled to take place at the St. Louis exposition during the last week in June, it was decided to hold the American Henley during the first week in July. The election of officers resulted as follows: HORTH WESTERN LINE

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Four fast trains daily leave Chicago at 9:00 a.m., 6:30 p.m., 10:00 p.m. and 3:00 a. m. for St. Paul, Minneapolis, Duluth, Superior and the Northwest via the Chicago and Northwestern Railway. These fast trains are equipped with all the conveniences modern railway travel. One of them is the electric lighted

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leaving at 6:30 p. m. has Pullman drawing-room and compartment sleep-ing cars, buffet smoking cars, Book-lovers Library, dining car, free chair cars and day coaches. Other trains are equipped with Pullman drawing room sleeping cars, cafe and parlor cars and free chair cars. Tickets, sleeping car reservations and ful particulars on application. D. W. ALDRIDGE, Gen'l Eastern Agent, C. & N. W. Ry., 461 Breadway, New York

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NOVEL BRUSHES ON SPEEDWAY Malacca Draws a Sleigh and Beats Carrie Driven to Wagon.

There was an interchange of seasons a peedway Park yesterday morning. The bright sunshine and moderate temperature suggested the advent of spring, but the sheet of ice that covered the drive from end to end old plainly that winter was not yet a thing of the past. So it came that the morning patrons of the sport were about evenly divided between those who sought winning honors to the music of the sleigh bells and those who rode to victory on wheels.

Nathan Straus and his son Charles both rod sleighs, and the former behind Malacca. 2:1814, the champion of the snow brigade estants. The son behind Belton, Jr., was not so fortunate, although he was persistent enough to deserve the highest honors. The show ring trotter was quite overmatched in every start and there was nothing present in his class that seemed disposed to tackle him.

C. Fanngeron, San, T. C. T. B. A. Genolous, we listed to a process of the process

Cross-Country Running.

One of the best contested races ever seen in this vicinity resulted in the regular weekly run of the National A. C. yesterday. The Henley during the first week in July. The election of officers resulted as follows:

H. S. Van Dusar of New York, president; Dr. Cabot, Boston, vice-fresident; W. J. Forbes, Philadelphia, treasurer; W. P. Henderson, Boston, secretary. W. A. Meikikehan, New York; Thomas Reath, Philadelphia; C. S. Packard, Philadelphia; W. F. Durand, Itahoa: Lee Williamson, Baltimore; D. Durand, Detroit; Alexander Van Reasaller, Philadelphia, C. S. Miller, W. F. Laniguette, Durand, Detroit; Alexander Van Reasaller, Philadelphia, executive committee.

POST OFFICE. . POST OFFICE NOTICE.

uld be read DAILY by all interested, as (Should, be read DALLY, by all interested, as changes may occur at any time.)
Foreign mails for the week on ling Jan. 20, 1904, will close (PROMPTLY in all cases) at the General Post Office as follows: PARCELS-POST MAILS close one hour sartier than closing time shown below. Parcels-post maits for Germany close at \$P. M. Mouday, per steamship Kalser Wilhelm II., and Friday, per steamship Graf Waldersco.
Regular and supplementary mails close at Porcing Station half hour later than closing time shown below (except that Supplementary Mails for Europe and Central America, via Colon, close one hour later at Foreign Station). tea

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BARGAT

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Inter at Foreign Station).

TRANSATLANTIC MAILS.

TUESDAY.—At 6:30 A. M. for BUROPE, per steamship Kaiser Wilhelm II., via Plymouth, Cherbourg and Bremen; at 7:30 A. M. for NETHER.
LANDS direct, per steamship Amsterdam (mail must be directed "per steamship Amsterdam"): at 8:30 A. M. for ITALY direct, per steamship Lombardia (mail must be diffected "per steamship Lombardia").

WEDNENDAY.—At 8:30 A. M. (supplementary 10 A. M.) for EUROPE, per steamship Codric, via Queenstown (mail for France, Switzerland, Italy, Spain, Portugal, Turkey, Egypt, Greece and British india must be directed "per steamship Codric").

italy Spain, Portigal, Turkey, Egypic, Greece and British India must be directed "per steemship Cedric").

THURSDAY.—At 7 A. M. for FRANCE, SWITZER-LAND, ITALY, SPAIN, PORTUGAL TURKEY, EGYPT, GREECE and BRITISH INDIA, per steamship La Touraine, via Havre (mail for other parts of Europe must be directed "per steamship La Touraine").

FRIDAY.—At 12 M. for AZORES ISLANDS, per steamship Canopic, from Boston.

SATURDAY.—At 8 A. M. for EUROPE, per steamship Philadelphia, via Plymouth and Cherbourg (mail for Ireland must be directed "per steamship Philadelphia"); at 8:30 A. M. for BELGIUM direct, per steamship Zeeland (mail must be directed "per steamship Neckar"); at 8:30 A. M. SCOTLAND direct, per steamship Neckar"); at 9:30 A. M. SCOTLAND direct, per steamship Ethiopia (mail must be directed "per steamship Ethiopia"); at 10:30 A. M. foupplementary 12 M.) for EUROPE, per steamship Sazonia, via Juccastown.

After the closing of the Supplementary Trans-

After the closing of the Supplementary Trans-atlantic Malis named above, additional Sup-plementary Malis are opened on the piers of the American, English, French and German steamers, and remain open until within Ten Minutes of the hour of salling of steamer.

Minutes of the hour of sailing of steamer.

MAILS FOR SOUTH AND CENTRAL AMERICA, WEST INDIES, &C.

MONDAY.—At 10 A. M., for BRAZIL. per steamship Nordby via Pernambuco. Maccio and Santos (mail must be directed "per steamship Nordby").

TUESDAY.—At 9:30 A. M. (aupplementary 10:30)
A. M.) for CENTRAL AMERICA (except Costa Rica) and SOUTH PACIFIC PORTS, per steamship Seguranca, via Colon (mail for Guatemala must be directed "per steamship Seguranca").

WEDNESDAY.—At 9 A. M. for BRAZIL. per steamship Nordkyn, via Rio Janeiro and Florianapolis (mail must be directed "per steamship Nordkyn").

"THURSDAY.—At 7:30 A. M. for ARGENTINE. URAGUAY and PARAGUAY, per steamship Vigril; at 8 A. M. for CUBA, per steamship Vigril; at 8 A. M. for CUBA, per steamship Vigril; at 8 A. M. for CUBA, per steamship Vigril; at 8 A. M. for CUBA, per steamship Vigril; at 8 A. M. for CUBA, per steamship Vigril; at 8 A. M. for CUBA, per steamship Vigril; at 8 A. M. for CUBA, per steamship Vigril; at 8 A. M. for BERMUDA, per steamship Pretoria; at 12 M. for MEXICO, per steamship Seneca, 12 M. for BARBADOS and

BERMUDA, per steamship Pretoria; at 12
M. for MEXICO, per steamship Seneca., via
Tampico (mail must be directed "per steam
ship Seneca").

FRIDAY.—At 8:20 A. M. for BARBADOS and
BRAZIL, per steamship Capri, via Rio Janeiro
and Santos (mail for northern Brazil, Argentine,
Uruguay and Paraguay must be directed "per
steamship Capri"; at 9:30 A. M. (supplementary
10:30 A. M.) for INAGUA and HAITI, per steamship Flandris; 12 M. for GUANTANAMO and
SANTIAGO, per steamship Clenfuegos (mail
must be directed "per steamship Clenfuegos"):
at 12:30 P. M. (supplementary 1 P. M.) for
TURKS ISLAND and DOMINICAN REPUBLIQ, per steamship New York; at 7 P. M. for
NEWFOUNDLAND, per steamship Carthaginian, from Philadelphia.

SATURDAY.—At 8:20 A. M. (supplementary 9:30
A. M.) for CURACAO and VENEZUELA, per
steamship Mañacaibo (mail for Savanilla and
Cartagena must be directed "per steamship
Maracaibo"); at 9 A. M. for PORTO RICO, per
steamship Ponce, via San Juan; at 9:30 A. M.
(supplementary: 10:30 A. M.) for FORTUNE
ISLAND, JAMAICA, SAVANILLA and CARTAGENA, per steamship Valencia (mail for
Costa Rica must be directed "per steamship
Valencia"); at 9:30 A. M. (supplementary 10:30
A. M.) for ST. THOMAS, ST. CROIX, LEEWARD and WINDWARD ISLANDS, BRITISH
DUTCH and FRENCH GUIANA, per steam
ship Korona (mail for Grenada, Trinidad and
Barbados must be directed "per steamship
Mexico, via Havana; at 12 M. for BARBADOS
and NORTHERN BRAZIL, per steamship
Grangense, via Para, Maranham and Ceara;
at 2 P. M. for ARGENTINE, URUGUAY and
PARAGUAY, per steamship Merchant Prince.

MAILS FORWAKDED OVERLAND, &C., EXCEPT

MAILS FORWARDED OVERLAND, &C., EXCEPT TRANSPACIFIC.

CUBA.—Via Port Tampa. Florida, closes at this office daily, except Thursday, at \$5.30 A. M. (the connecting mails close here on Mond ays. Wednerdays and Saturdays).

MEXICO CITY.—Overland, unless specially addressed for despatch by steamer, closes at this office daily, except Sunday, at 1:30 F. M. and 11:30 P. M. Sundays at 1:00 P. M. and 11:30 P. M.

P. M. Sundays at the Press and Tissop.
P. M. Sundays at the Press and Tissop.
P. M. Connecting mails close daily at 9:30 P. M. (connecting mails close here every Monday, Wednesday and Saturday.

JAMAICA.—By rail to Philadelphia and thence by steamer, closes at this office at 11:30 P. M. every Sunday.

By rail to Boston, and thence by steamer, closes at this office at 6:30 P. M. every Priday.

MIQUELON.—By rail to Boston, and thence by steamer, closes at this office daily at 6:30 P. M.

closes at this office at 0:30 P. M. every priday.

MQUELON.—By rail to Boston, and thence by
steamer, closes at this office daily at 0:30 P. M.

BELIZE, PIERTO CORTEZ and GUATEMALA.—

By rail to New Orleans, and thence by steamers
closes at this office daily, except Sunday at
\$1:30 P. M. and \$11:30 P. M., Sundays at \$1:00
P. M. and \$11:30 P. M., Connecting mall closes
here Mondays at \$1:30 P. M.).

COSTA RICA.—By rail to New Orleans, and thence
by steamer, closes at this office daily, except
Sunday, at \$1:30 P. M. and \$11:30 P. M., Sundays at \$1:00 P. M. and \$11:30 P. M. (connecting mail closes here Tuesdays at \$11:30 P. M.).

BAHAMAS.—(except Parcels-Post Mails) By rail
to Miami, Fla., and thence by steamer, closes
at \$11:30 P. M. every Tuesday and \$5:30 A. M. Saturday. REGISTERED MAIL closes at 6:00 P. M. previous

TRANSPACIFIC MAILS.

HAWAII, via San Francisco, close here daily at
6:30 P. M. up to January 425th, inclusives, for
despatch per steamship Alameda.

PHILIPPINE ISLANDS, via San Francisco, close
here daily at 6:30 P. M. up to January 427th, inclusive, for despatch per United States Transport.

PHILIPPINE ISLANDS, via San Francisco, close here daily at 6:30 P. M. up to January \$7th, inclusive. for despatch per United States Transport.

HAWAII, JAPAN, CHINA and PHILIPPINE ISLANDS, via San Francisco, close here daily at 6:30 P. M. up to January \$2th, inclusive. for despatch per steamship Korea.

AUSTRALIA (except West), FIJI ISLANDS and NEW CALEDONIA, via Vancouver and Victoria, B. C., close here daily at 6:30 P. M. up to January \$30th, inclusive, for despatch per steamship Aorangi.

CHINA and JAPAN, via Tacoma, close here daily at 6:30 P. M. up to January \$3ts, imbusive, for despatch per steamship Victoria.

CHINA and JAPAN, via Scattle, close here daily at 6:30 P. M. up to February \$3d, inclusive, for despatch per steamship Victoria.

CHINA and JAPAN, via Scattle, close here daily at 6:30 P. M. up to February \$3d, inclusive, for despatch per steamship Kaga Maru.

HAWAII, JAPAN, CHINA and PHILIPPINE ISLANDS, via San Francisco, close here daily at 6:30 P. M. up to February \$3th, inclusive, for despatch per steamship Gaelle.

TAHITI and MARQUEESAS ISLANDS, via San Francisco, close here daily at 6:30 P. M. up to February \$6th, inclusive, for despatch per steamship Mariposa.

NEW CALEDONIA, FIJI, SAMOA and HAWAII, via San Francisco, close here daily at 6:30 P. M. up to february \$6th, inclusive, for despatch per steamship Mariposa.

NEW CALEDONIA, FIJI, SAMOA and HAWAII, via San Francisco, close here daily at 6:30 P. M. up to february \$6th, inclusive, for despatch per steamship Ventura. (If the Cunard steamer).

CHINA and JAPAN, via Vancouver and Victoria, at 4:30 A. M., 9:30 A. M. and 6:30 P. M., Sundays at 4:30 A. M., 9:30 A. M. and 6:30 P. M. up to February \$16th, inclusive, for despatch per steamship Empress of China. (Merchandise for U. S. Postal Agency at Shanghal cannot be forwarded via San Francisco—the quickest routes. Philippines specially addressed "via Canada.)

NOTE.—Unless otherwise addressed. West Australia is forwarded via San Francisco—the quickest routes. Philippines specially addressed "v

The Crescent A. C. and the Wanderers Hockey Club are still the leaders in the Amateur Hockey League tournament. The Cres-

cents have three victories to their credit.
while the Wanderers have two wins and a tie. The tie was with the Brooklyn Skating Club. The leadership in the tournament will be definitely settled this week, however, for the Crescents and the Wanderers play at the Clermont Avenue Skating Rink, in Brooklyn, next Friday night, and the game will be an interesting one. In order to get familiar with the rink the Wanderers are to practice there this evening. The other league game

No game was played in the intercollegiate league last week. Princeton and Harvard were to have met on Saturday night, but this game had to be postponed because the Princeton men were busy with examinations Princeton and Yale have each won a game and Brown and Columbia have each lost once. On Wednesday evening Yale will meel Brown, and on Saturday Harvard and Columbia will play. These two games will be at the St. Nicholas Skating Rink.

A Deane St John, 124th st, s s 117th at x110; Will E Alderdi atty, F 1 49th st, s s, William H son, 503 v architect; 2d st, 243; h 99 Naska Chamber

The followases in the Case
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Touhey vs.

Broestler ow York

scheduled for this week is between the New York A. C. and the Hockey Club, and it will be played at the St. Nicholas rink next Thursday. The standing of the teams to date vs. Smith